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Hongkong, 14th August, 1903. [a388]

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Hongkong, 5th April, 1904. [a42]

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Hongkong, 18th November, 1901. [a57]

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Hongkong, 31st October, 1902. [a59]

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Hongkong, 6th May, 1903. [a218]

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Hongkong, 16th April, 1904. [a35]

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Hongkong, 6th May, 1903. [a218]

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THE HONGKONG DISPENSARY.

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should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor,  
not for publication, but as evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.  
No anonymously signed communications that have  
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## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 18TH APRIL, 1904

THE HON. DR. J. M. ATKINSON'S report on the Health and Sanitary Condition of Hongkong in 1903 appears in the latest issue of the *Gazette*. The Principal Civil Medical Officer has a somewhat more favourable year to report on than when he last wrote, in spite of the fact that plague cases were much more numerous in 1903 than in 1902, there being 1,415 notified as against 572. There were 60 cases of small-pox in 1903 against 57 in 1902; but of cholera, there were only 10 cases against 460; of enteric fever, 44 against 55; of malaria, 283 against 393; of beri-beri, 397 against 452; of dengue, 123 against 422, and of diphtheria, only 9 against 20. In all there were 6,185 deaths (1,251 from plague) in 1903 against 6,783 (582 from plague) in 1902; and the estimated population in 1903 being 325,631, while in 1902 it was 311,824, the death-rates consequently dropped from 21.7 per 1,000 to 18.9 per 1,000. It is to be noted that the non-Chinese death-rate came down from 19 per 1,000 to as low as 16.6 per 1,000, while the Chinese death-rate was reduced from 21.3 to 19.1 per 1,000. Yet the 1902 figures were an improvement on those of 1901, and the latter, as far as the Chinese were concerned, an improvement on the figures of 1900. A table of the relative mortality in the different seasons of 1903 gives the following results for the four quarters of the year:

	1st	2nd	3rd	4th
Non-Chinese	13.1	24.5	13.9	14.8
per Chinese	17.46	25.32	17.83	16.8

But it appears that, apart from the ravages of plague and small-pox, the months of April, May, and June, so far from being the unhealthiest, have actually the lowest

figures, as follows:—May, 379; June, 314; July, 375. Only February can show as good a record as May, even, having also 379 deaths. The August deaths, on the other hand, exclusive of plague and small-pox, are 461, the September 454, and the October 517—the worst month, excluding the two diseases mentioned. Including them, June was the most fatal month in 1903, 724 deaths being its record, of which 343 were due to plague.

The birth-rate of the Colony showed a decline in 1903, when it was 3.17 per 1,000 against 3.8 in 1902. In 1901 it was 3.6 and in 1900 3.3 per 1,000, so that last year saw a turn in the advance. But, as has often been pointed out in official reports here, the number of the Chinese births registered does not give the actual Chinese birth-rate, for many of the infants dying within the first month or so of life remain unregistered as born. The non-Chinese birth-rate is not worked out separately; no deductions can be made about it. It may be remarked that it would be interesting if the European figures of birth and deaths could be given instead of, being merely classed with other "non-Chinese." It might mean a little extra labour, but surely the figures are within the reach of the compiler of the report? Additional interest would attach to an already excellently prepared document, if the Principal Civil Medical Officer would take this hint.

As copious extracts from Dr. ATKINSON's report are printed in another column, we need not dwell on the various details there set forth. But we should like to call attention to what he has to say, under the heading of "General sanitary condition of the Colony," with regard to the Public Health and Buildings Bill, which came into force on the 21st February. Though he says that the Bill will do much to further the better sanitary condition of the Colony, he points out that it will not produce an immediate effect. "Many of its sections apply to houses hereafter erected, and others, such as the cubicle sections, are so far-reaching in their application that they must of necessity be enforced gradually." But, by the alterations effected by the amending Ordinance of the 14th December last in some of the definitions in the Bill and in the cubicle and overcrowding sections, the carrying them into effect has been rendered more practicable. To the resumption of the worst insanitary areas, which it is proposed to do by means of an Improvement Trust, Dr. ATKINSON looks for more immediate amelioration of the Colony's sanitary condition. The resident public of Hongkong too looks anxiously to the promise of this Trust, the laying of the scheme for which before the Secretary of State our late Governor, Sir HENRY BLAKE, announced in his farewell speech to the Colony in November last. It is satisfactory to read of a more healthy year, as 1903 undoubtedly was, in spite of plague, but it is on permanent improvement in Hongkong, rendering it a safer city in which to dwell, whether we come from Europe or are from the East, that our attention must be concentrated.

The German mail of the 16th March was delivered in London on the 14th inst.

The appointment of Messrs. J. Reidie, L. E. Brett, F. Fisher, F. Allen, W. H. Woolley, W. Fisher, D. J. Mackenzie, H. J. W. Gidley, and H. J. Knight to carry out provisions of the Epidemic Prevention Bye-laws is notified in the *Gazette*.

Mr. A. P. Zanetti has been recognised as Consul for Cuba in Hongkong, and Mr. H. Pauli as Deputy Vice-Consul for Sweden and Norway, while the King's *escuadra* to Mr. K. F. Hagberg to act as Consul-General for Sweden and Norway has been signed.

His Lordship Archbishop Guidi, the Papal Delegate to the Philippines, is expected to arrive here this afternoon by the steamer *Zafiro*, accompanied by his secretary. His Lordship is unwell, and is coming to Hongkong and Macao for the benefit of his health. During his stay here, he will be the guest of Monsignor Pizzoli at the Italian Mission house at Glenealy.

The flow of trippers on their way to the S. Louis Exhibition continues to pass through Hongkong. Mr. Ferguson, of the Manila Government, and 63 prominent Filipino gentlemen are due by the China Manila steamer *Europa* on the 25th inst. They put up at the Hongkong and other hotels, leaving for San Francisco by the *Siberia* on the 30th inst.

It is notified in the *Gazette* that the following appointments have been made to the Committee for the Wongkeichong and Queen's Recreation Grounds.—Capt. G. R. H. Nugent as Polo Club representative, vice H. E. Mr. F. H. May; Mr. H. Hancock as Cricket Club representative, vice Mr. E. A. Ram; and Mr. E. J. Grist as Golf Club representative, vice Mr. W. J. Saunders.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

## THE WAR.

## RUSSIANS OCCUPY SONGCHIN.

Kobe, 17th Apr., 8.15 p.m.

It is stated that a party of Russians have occupied Songchin, when they invaded the Post Office and cut the telegraph wires. The inhabitants have fled.

[Songchin is a seaport on the north-east coast of Korea.—Ed. D.P.]

## THE TIBET EXPEDITION.

## UNSUCCESSFUL OPPOSITION.

LONDON, 16th Apr., 11 p.m.  
The advance of the British Mission to Gyantse was opposed by 2,000 Tibetans, of whom 190 were killed in the fighting that ensued.

The report that no opposition was met with was due to a mistaken statement in a despatch from Lord Curzon, Viceroy of India.

[This confirms our guess that in our London correspondent's telegram of the 14th inst. the words "reached Gyantse opposed" were intended to read "reached Gyantse unopposed." There was, however, considerable opposition, the effect of which was disastrous to the Tibetans.—Ed. D.P.]

## REUTER'S SERVICE.

## THE WAR.—MEMORIAL SERVICE AT S. PETERSBURG.

LONDON, 14th April.

The Tsar and Tsaritsa of Russia attended the Admiralty Church at a Memorial Service. The Tsaritsa went throughout the service. S. Petersburg is a city of mourning, amusements are cancelled, and *cafés* closed.

## THE RUSSIAN SQUADRONS.

LONDON, 14th April.

Admiral Wironius's squadron has re-entered the Baltic.

Admiral Alexeiff takes, temporarily, the command of the Russian naval squadron in the Far East.

## THE FIGHT OFF PORT ARTHUR.

LONDON, 14th April.

A. S. Petersburg official confirms the report that the Russian destroyer *Berdalina* was surrounded and sunk by the Japanese, and adds that the battleship *Pobieda* struck mines amidships but was able to regain the harbour.

## ADMIRAL MAKAROFF'S SUCCESSOR.

LONDON, 14th April.

Vice-Admiral Skrydloff, commanding the Black Sea fleet, has been appointed to succeed the late Admiral Makaroff.

## REPORTED RUSSIAN TREAT AGAINST WAR CORRESPONDENTS.

LONDON, 14th April.

Washington news states the Russian Government has given notice the newspaper correspondents using wireless telegraphy will be treated as spies and shot.

## SALE OF SHIPS IN WA-TIME.

LONDON, 14th April.

Herr Bebel in the Reichstag dw. attention to the sale of German liners to Russia as a breach of neutrality. Count v. Bülow said such sales were permissible according to international law, as hitherto understood, but the question was a doubtful one.

## THE TIBET MISSION.

LONDON, 14th April.

In a debate on the Tibet expedition in the House of Commons, Mr. St. John Brodrick defended Lord Curzon against the allegation that he was showing a desire for expeditions or an undue assertion of British interests. He said there had only been three expeditions since Lord Curzon's Viceroyalty, when number had been greatly exceeded by his predecessors.

LONDON, 14th April.  
The Tibetans have again opposed the advance of the Mission at the Red Ida George. Three hundred Tibetans were killed, and ten British wounded.

## GUN EXPLOSION ON U.S.S. "MISSOURI."

LONDON, 14th April.

While practising at Pensacola a 12-inch gun in the turret of the U.S. battleship *Missouri* exploded, killing 5 officers and 21 men.

## THE EXPELLED DOMINICAN MONKS.

LONDON, 14th April.

The Pope has instituted an Apostolic prefecture on the island of Shikoku, Japan. The new prefecture will be the abode of the Dominican monks who were expelled from the Philippines.

## BRITISH DESTROYER ON SHORE.

LONDON, 14th April.

The destroyer *Teazer* grounded during a night attack on Portsmouth and threatens to break up.

## THE "TEAZER" REFLOATED.

LONDON, 14th April.

The British destroyer *Teazer* has been refloated.

## GREAT BRITAIN AND JAPAN.

LONDON, 15th April.

The Japanese Naval Attaché in London has forwarded to the fund for the widows and orphans of those who were lost in the submarine boat recently the sum of £23, subscribed by Japanese naval officers in England, together with a message of profound sympathy.

## RACING.—THE CRAVEN STAKES.

LONDON, 15th April.

*Arlie* ... 1  
*Plume* ... 2  
*Equire* ... 3

## MR. CHAMBERLAIN'S RETURN.

LONDON, 15th April.

Mr. Chamberlain has returned from Egypt.

## FILIPINO MUTINEERS SENTENCED.

LONDON, 15th April.

## STEER PUNISHMENT.

By the latest exchanges from the Philippines we learn that twelve of the Vigan mutineers were sentenced to 40 years' imprisonment and to pay fines of \$10,000 each, two were sentenced to death, and 31 were sentenced to imprisonment for 30, 25 or 10 years. In the beginning of February, as our Manila correspondent notified us at the time, part of the constabulary garrison of Vigan, Luzon Island, seized the barracks and arms, armed a party of malcontents who came in from an adjoining barrio, and began shooting about the town. Some of the constabulary who were not disaffected stood by their officers, and one, sentinel at the barrack door, was shot down for resisting the mutineers.

Others, being cut off from their arms, scattered and hid. The rioters after making a demonstration to impress the townspeople, left town, carrying away about forty-five stands of arms, several thousand rounds of ammunition, a considerable sum of money, several carloads of commissaries and other supplies, and taking with them the prisoners from the provincial jail. Colonel Scott, acting chief of constabulary, left Manila at once for the scene. Major Garwood, fourth district chief, with headquarters in Vigan, headed an expedition from there, and the 11th Cavalry was ordered out from San Fernando de la Union by General Wade, division commander. In less than two weeks practically the whole mob was rounded up and the trials were begun.

## LAWN TENNIS.

H.K. C. C. TOURNAMENT.

The above lawn tennis tournament is being played out on the Cricket Ground, where numerous courts are marked out. Various sets are contested each evening. There are in all five classes—Double Handicap, Single Handicap (Class A); Championship, Single Handicap (Class B), and Professional Fairs. The position up to date is as follows:

DOUBLE HANDICAP.—7 ties have been decided. Beattie and Manning (owe 1/6) beat Gittins and Dixon (owe 3/6), 6—2, 6—2; Gray and Dayrell (owe 3/6) beat Thorne and Lawson (owe 3/6), 6—3, 6—1, 6—2; Atkinson and Smith (owe 3/6) beat Halifax and Newland (owe 15.4), 6—3, 5—6, 6—2; Martin and Strickland (owe 3/6) beat Whyte and Bush (owe 15), 6—0, 6—1; Boggan and King have scratched to Pinckney and Grist; G. H. Potts and E. Deacon (owe 15) beat Fye and Bell (owe 1/6), 7—5, 7—5; Wood and Gale have scratched to R. and H. Hancock.

SINGLE HANDICAP (Class A).—9 ties have been decided. W. J. Newland (owes 3/6) beat C. E. H. Beavis (owes 2/6), 4—6, 6—1, 6—3; R. Hancock (owes 3/6) beat J. R. Wood (scr), 6—1, 6—3; T. E. Pearce (owes 4/6) beat C. A. Parker (scr) 2/6, 6—1, 6—2; E. Deacon (owe 15) beat Fye and Bell (owe 1/6), 7—5, 7—5; Wood and Gale have scratched to R. and H. Hancock.

SINGLE HANDICAP (Class B).—C. T. Kew has scratched. C. P. Chater (owes 30) beat E. R. Beale (scr), 7—5, 6—4; R. Manning (owes 4/6) beat C. B. Baynes (scr),

## HONG KONG JOTTINGS.

Speculations about the date of the arrival of our new Governor, Sir Matthew Nathan, in Hongkong have been set at rest during the past week by the announcement from the Colonial Secretary's Office that, according to present arrangements, he will start for Hongkong from England in July. He should therefore be here in August, missing the two worst months of our year—June and July. His arrival, I believe, will make little difference in the number of acting appointments in the Colony, though H.E. Mr. F. H. May will once more become the Hon. F. H. May, Colonial Secretary. There will still be enough deputies at the head of Government Departments to make Mr. Allyne Ireland wiser.

One or two paragraphs have appeared in the *Daily Press* during the past week on the subject of the scale of payment for the hire of street coolies in Hongkong. The legal scale as given in the *Directory* is as follows:—One day, 33 cents; half day, 20 cents; three hours, 12 cents; one hour, 5 cents; half hour, 3 cents. This scale was fixed in far back 1871, under an ordinance passed in 1858. Friday's *Daily Press* contained the statement that the section in the ordinance relating to this question was repealed by Ordinance 13 of 1888. That is perfectly true, but it does not follow that this scale of hire for street coolies ceased to have any legal force. Section V. of the Ordinance of 1888 states "All Regulations published under any Ordinance repealed by this Ordinance are hereby continued in force until the same shall be revoked." I am unable to discover that the regulation now in question has been revoked, and in that case the legal payment for the hire of street-coolies remains the same as it was in 1871. It is superfluous to add that no employer of coolie labour will get men for the money. The average pay, I believe, is above 60 cents a day, and any attempt to enforce the Government's obsolete regulation would be certain to prove abortive. I notice by the way that since 1871 the legal scale for cargo-boats has been more than trebly increased. It would interest many to know precisely what considerations weigh with the Government in determining the rate of increase. If the exchange value of the dollar were taken as the determining factor, the present scale for cargo-boats shows an increase disproportionate to the fall of the dollar, while if the rate of payment for street-coolies had been increased in proportion to the fall of the dollar, the present rate of pay would be over a dollar a day! It cannot be argued, however, that the cost of living to the coolie in Hongkong has trebled, or even doubled, since 1871, and 40 to 50 cents a day may be regarded as a fair average rate of pay.

Can anyone give me, or through me the public, information as to what has been done towards securing the counterpart presentation of Sir Thomas Jackson in bronze? Has the order for the statue been given, to what sculptor, and when is it likely to reach Hongkong? Also, where is it intended to erect this memorial of our leading citizen and famous banker?

I should also like to know how long the Duke of Connaught is to be condemned to remain in his present unsavoury surroundings. The gallant Inspector-General of the Forces would hardly feel complimented were he to see his effigy's present position. There was surely no necessity to crowd him up in the manner the Law Courts contractor has done. The contractor has been suffered to luxuriate in a most unwanted abundance of space, and I think he should have been compelled to preserve a seemly and neat surrounding to the statue, the enclosure of which is now full of rank weeds and accumulated dirt. The want of respect shown by Chinese to distinguished personages is notorious, but I wonder that the Government should permit the statue of His Majesty's brother to be so needlessly relegated to the obscurity of a builder's rubbish yard.

The footpaths in Victoria are for the most part distinctly good, but, curiously enough, the exceptions are in the most ornamental part of the city. I refer to the concrete paths in the oblong space—it would be a Plaza or Place in some cities—in which the Queen's Statue occupies the central position. These paths are made of granite chips, from which the lime concrete has worn away, leaving a hard and uneven surface, destructive to shoe-leather and agonising to corals. It is infinitely more uncomfortable to walk on than the "petrified kidneys" common in some English cities thirty or forty years ago, and is really trying to ladies who wear thin-soled shoes or boots. It would not cost much to give these paths a cement surface, and it would certainly be a boon to pedestrians. Will the Commissioner of Roads and Bridges—or the official who represents that department—please take careful note?

The enquiry which is at present being held into the industries of the New Territory should provide some good reading. I believe these industries consist chiefly of sugar-mills, brick-kilns, lime-burning factories, and rice-mills. On the ordinary routes in the Territory the European does not see much evidence of industrial activity, but there is really a great deal of it to be witnessed by the man who goes off the beaten track, these mills and factories being situated in most unlikely places.

## BANYAN.

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WAVERLEY WORKS, EDINBURGH. [402-1]

## SUBMARINE MINES.

The terrible fate which has befallen the Russian flagship at Port Arthur naturally excites public curiosity as to the nature of submarine mines, and the following information will doubtless interest many readers.—

Submarine mines, as they are called, are simply metal cases charged with high explosives, and "laid," or placed, so as to float at near the surface of the water as possible without discovery at low tide. Every foot of water above a submarine mine reduces its effective power. In size and appearance the mines are like small buoys, and each mine, as a rule, contains, divided up into its group of buoys, 500lb. of gun-cotton. They are each anchored to the bottom by ropes of steel wire, which regulates the depth of flotation in each case.

There are three methods in ordinary use of firing submarine mines. The first is by the automatic action of the mine itself. On a vessel touching one of them it explodes, or should explode, with disastrous effect to the hull in contact. Next come the submarine mines fired by electricity from the shore by means of a connecting wire. The class of these, known as "observation mines," are designed to be fired by the officer in charge of the mine field, posted in a look-out station on shore. The officer would have a chart of the municipalities in the Transvaal, the Johannesburg Chamber of Commerce, the great body of the miners, the whole of the professional class, the various Christian Churches, and a numerous Press favored the importation of Chinese, as all efforts to secure labour near at hand had failed. The Chinese Mr. Lyttelton continued, were earning 33d. a day in China, and would be glad to obtain £2. a day in the Transvaal. Such gross misrepresentation of the action of the Government would ultimately bring retribution on the Opposition. It was ridiculous to make allegations of slavery when the conditions of the service to be undertaken were advertised throughout China. The ship in which the emigrants would be conveyed to South Africa would be even more comfortable than the mine doing the rest. A radius of thirty yards is considered sufficient to sink any ship. Ordinarily "observation mines" would also be used to block the entrance to a harbour by means of a string of them ranged across the mouth or fairway, with visible buoys at either extremity to assist the officer in charge by marking the line. There is, however, one weak point about the observation mine system. For renders it useless.

Thirdly, there are "contact mines," useful at night and in all weathers, which combine certain of the points of both the "automatic" and the "observation" mine. They do not go off on a ship touching them, but an automatic arrangement in them rings a bell in the look-out station on shore. Each mine has its own bell, and, knowing thereby which one has been touched, the officer in charge of the station simply presses an electric button, and the mine blows up, fired by a current along the wire, as in the case of the ordinary "observation mine." The advantage of the "contact mine" is that with it, when the approaching ship is known, discrimination between friend and foe is possible. Of course that is not the case with the automatic type, with which for everybody it is literally "touch and go."

For harbour defence purposes all three kinds of submarine mines are used. Outside all, on the outer edge of the space of water to be protected, would be laid the "observation mines."

Within that, in clusters of threes or four, would be the "contact mines." As the forlorn hope zone of all, within the contact mines are laid the "automates." It is hardly conceivable that any army trying to "rush" a port, or force its way in across a mine field, regardless of the other shore and harbour defences, gun-fire, etc., would find all three sets of mines "blind."

Finally, there is, of course, another side to the shield. Submarine mines, ugly customers to tackle as they undoubtedly are, yet are but a passive means of defence. There are, on the other side, various means and methods of making them expend themselves harmlessly, and of clearing a safe way through them, among other methods by counter-mines—hoisting the engineer by his own petard, so to speak.

## SHIPPING NOTES.

## WEATHER OUTSIDE.

The *Hatching*, an arrival of yesterday, reports thick fog from Swatow to Chelang Point, thence to port light breeze and fine. The *On Sang* from Java reports fine weather, moderate N.E. by swell. The *Lai Sang* from Calcutta reports light northerly winds and fine weather to 16 North, thence to port light south-east winds. The *Kaifeng* from Manila reports light northerly winds and smooth sea. The weather was clear till arriving at Hongkong.

## ITEMS.

The E. A. Trading Co. received another heavy cargo of coal, by the *Tyr*, this time from Hongay. The P. & O. intermediate steamer *Manila* arrived from Antwerp yesterday. The *Tweddle* arrived from Moji in ballast yesterday. Rather unusual for an empty ship not to fill up with "black diamonds" at Moji! The Danish steamer *Store Nordiske* arrived from Shanghai yesterday with cable for the Great Northern Telegraph Co. The *Onsang*, from Java, spoke the *Lynhurst* in the Caramata Straits. The French steamer *Bourbon* arrived from Saigon yesterday with a cargo of rice for Chinese consignees. The Hamburg-Amerika *Armenia* arrived from Manila yesterday with general cargo. The *Germanic* and *Norman Isles* have arrived from Manila with coal. Another steamer, the *Auricula*, has arrived from Newchung with beans. It is remarkable that the Russians are allowing foodstuffs to leave that port. The *Clavering*, chartered by the China Commercial S.S. Co., arrived from San Francisco on Saturday. The British steamer *Meredith* from Penarth with coal, exchanged colours with the German *Mathilde*, now in Hongkong also, off the Ladron Islands.

## STEAMER MOVEMENTS.

The C.P.R. Steamer *Empress of Japan* left Vancouver on Friday, the 15th April, p.m., for Hongkong via the usual ports of call.

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WAVERLEY WORKS, EDINBURGH. [402-1]

## CHINESE LABOUR FOR THE RAND.

In the House of Commons on the night of the 1st ult. Sir Henry Campbell-Bannerman moved an amendment which was practically a vote of censure on the Government for its action in advising His Majesty the King not to allow the Transvaal Chinese Importation Ordinance. In his opening speech, the Leader of the Opposition said it was shameful thing to import Chinese bondsmen into the Transvaal under conditions which could not be distinguished from slavery, for the sole benefit of a number of wealthy speculators. The Imperial Parliament, in the trustee for the votaries and voiceless inhabitants of the Transvaal, ought to prevent what was the biggest scheme of human dumping since the "Middle Passage" (the old Atlantic slave-trade trip) was abolished.

In reply to a question whether the Opposition would reverse the policy if they obtained office, Sir Henry Campbell-Bannerman replied: "First put us into power."

Mr. Alfred Lyttelton, Secretary of State for the Colonies, said he had just received a cable message from Lord Milner (British High Commissioner in South Africa) stating that the municipalities in the Transvaal, the Johannesburg Chamber of Commerce, the great body of the miners, the whole of the professional class, the various Christian Churches, and a numerous Press favored the importation of Chinese, as all efforts to secure labour near at hand had failed.

The Chinese Mr. Lyttelton continued, were earning 33d. a day in China, and would be glad to obtain £2. a day in the Transvaal. Such gross misrepresentation of the action of the Government would ultimately bring retribution on the Opposition. It was ridiculous to make allegations of slavery when the conditions of the service to be undertaken were advertised throughout China.

A fresh section of the present report dealing with the duties of the several branches of the War Office has been drawn up in consultation with the head of the branch concerned. The Adjutant-General regains some of the duties withdrawn in 1895 and becomes responsible for the establishment, composition, raising, organisation and mobilisation of the forces, their distribution in peace time where strategic considerations are, inoperative, but where strategy is involved the Chief of the General Staff acts. He supplies the Adjutant-General with the basis of his arrangements. The latter is given four assistants for dealing with recruiting and organisation, personal services, medical and auxiliary forces, respectively. The report does not admit that the status and credit of the medical services will be lowered by not having a representative on the Army Council. The report argues that it is impossible to include all the several arms and departments. The Judge Advocate will be attached to the Adjutant-General's branch, but important cases will be reported to the Army Council direct. After a campaign the Council will fix the number and nature of rewards, the distribution of which will be entrusted to a committee of officers unconnected with the campaign. Nevertheless, the Officer Commanding in the field will be enabled immediately to distribute a few rewards. The Quartermaster-General will be aided by four directors of transport and remounts, movements and quarterings, supplies and clothing equipment, and will be responsible for every kind of supplies, stores, transport and remounts. The soundness of regimental transport is upheld, but massing is purely necessary. The Master-General of Ordnance will be aided by the Director of Artillery, the Director of Fortifications and Works, and the Naval Advisor. He will be responsible for the entire technical work of the Artillery and the Engineers. The report defines the duties of the Secretary of the War Office and recommends the abolition of the various committees.

Staffordshire, who was mauled by a wounded lion twenty miles from Wadmalaw.

On the 12th March a patrol under Major Osborne, King's African Rifles, dispersed two Dorvish camps thirty miles south of Gerewa, killing thirty dorvishes, capturing eight rifles and seventeen hundred camels.

On the 19th March the Las Duri column dispersed a Dorvish raiding party, killing fifty dorvishes and capturing five hundred rounds of ammunition, twenty-seven camels, and twelve hundred sheep.

THE INDIAN VICEROY.

Calcutta, 28th March.

The report of Lord Curzon's appointment as Viceroy of the Circar Provinces is confirmed. The post is purely honorific and does not involve any change in His Excellency's plans as regards returning to India next October. The Viceroyship has previously been held by such men as the Duke of Wellington, Lord Dalhousie, Lord Dufferin and Lord Salisbury. It carries with it the use of Walmer Castle, one of the finest residences in England.

THE WAR OFFICE.

Allahabad, 26th March.

A Pioneer special mess ge. dated London 25th March, says: The third part of the War Office Reconstitution Committee report is accompanied by a letter to Mr. Balfour again urging the importance of accepting the recommendations in their entirety and the appointment of small Secretariats, paid under a separate vote, in order to secure a continuity of the Defence Committee's work.

A fresh section of the present report dealing with the duties of the several branches of the War Office has been drawn up in consultation with the head of the branch concerned. The Adjutant-General regains some of the duties withdrawn in 1895 and becomes responsible for the establishment, composition, raising, organisation and mobilisation of the forces, their distribution in peace time where strategic considerations are, inoperative, but where strategy is involved the Chief of the General Staff acts. He supplies the Adjutant-General with the basis of his arrangements. The latter is given four assistants for dealing with recruiting and organisation, personal services, medical and auxiliary forces, respectively. The report does not admit that the status and credit of the medical services will be lowered by not having a representative on the Army Council. The report argues that it is impossible to include all the several arms and departments. The Judge Advocate will be attached to the Adjutant-General's branch, but important cases will be reported to the Army Council direct. After a campaign the Council will fix the number and nature of rewards, the distribution of which will be entrusted to a committee of officers unconnected with the campaign. Nevertheless, the Officer Commanding in the field will be enabled immediately to distribute a few rewards. The Quartermaster-General will be aided by four directors of transport and remounts, movements and quarterings, supplies and clothing equipment, and will be responsible for every kind of supplies, stores, transport and remounts. The soundness of regimental transport is upheld, but massing is purely necessary. The Master-General of Ordnance will be aided by the Director of Artillery, the Director of Fortifications and Works, and the Naval Advisor. He will be responsible for the entire technical work of the Artillery and the Engineers. The report defines the duties of the Secretary of the War Office and recommends the abolition of the various committees.

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Hongkong, 28th November, 1902. [1033]

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Hongkong, 17th October, 1902. [1033]

## NOTICE.

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## NEW ADVERTISEMENTS

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## CLUB GERMANIA.

## NOTICE.

THE 6TH ORDINARY GENERAL MEETING of the Members of the Club Germania will be held in the CLUB HOUSE on MONDAY, the 25th APRIL, 1904, at 5.30 P.M.

By Order,

G. FRIESLAND,  
Hon. Secretary.  
Hongkong, 18th April, 1904. [986]

## HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL MEETING of Members of the above Club will be held in the CITY HALL, on SATURDAY, the 30th APRIL instant, at 4 P.M.

By Order,

T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 15th April, 1904. [1020]

In das diesjährige Handelsregister ist an der Firma MELCHERS & CO. eingetragen worden:

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Hongkong, 16th April, 1904. [1036]

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Captain Barton, will be despatched for the above ports on SATURDAY, the 23rd instant, at 4 P.M.

For Freight, apply at Company's Offices,

No. 20, Des Voeux Road.

J. S. VAN BUREN,  
Superintendent.

Hongkong, 16th April, 1904. [1037]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT is now ready and contains:

Leading Articles:

The Japanese White-Lock.

The Port Arthur Engagement.

Port Improvement in China.

Japan's Object in the War.

Departure to Hongkong.

Hongkong Jottings.

The War.

Marquis Ito in Korea.

The Tsar and his Advisers.

Sons of the Sea.

Great Fire at Kowloon.

Hongkong and the Filipinos.

Notes from the Botanic Gardens.

Hongkong's Assets and Liabilities.

Reviews.

Supreme Court.

Royal Hongkong Yacht Club.

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## WANTED.

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Hongkong, 16th April, 1904. [1026]

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Care of Daily Press Office.

Hongkong, 7th April, 1904. [982]

SCHOOL TEACHER.

A N Englishman, now employed in a Japanese Government Middle School, wishes to obtain a position as ENGLISH TEACHER in any Chinese School at Hongkong or elsewhere.

Address— "K.",

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Hongkong, 18th April, 1904. [993]

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68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. [31]

## PUBLIC COMPANIES

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the OFFICE of the Company on TUERDAY, the 26th day of APRIL at Noon, for the purpose of confirming the following Special Resolutions which were passed at the Extraordinary General Meeting of Shareholders on the 9th instant.

SPECIAL RESOLUTIONS.

(a) In Article 81 the words "Five Hundred Dollars" shall be substituted for the words "One Hundred and Fifty Dollars."

(b) In Article 102 the words "An Auditor" shall be substituted for the words "Two Auditors."

(c) In Article 108 the word "Auditor" shall be substituted for the word "Auditors."

By Order of the Board of Directors,

A. SHELTON HOOVER,

Secretary to

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

Hongkong, 28th March, 1904. [1865]

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14, Beaconsfield Arcade.  
Hongkong, 9th April, 1904. [973]

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Hongkong, 29th March, 1904. [878]

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Apply to— C.,  
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Hongkong, 6th April, 1904. [628]

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Hongkong, 23rd January, 1904. [331]

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Hongkong, 16th April, 1904. [1027]

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Hongkong, 29th March, 1904. [915]

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Hongkong, 3rd December, 1903. [76]

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Hongkong, 25th February, 1904. [582]

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Hongkong, 28th March, 1904. [73]

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62, Queen's Rd.

Hongkong, 16th April, 1904. [1028]

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[640]

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## HONGKONG'S HEALTH IN 1903.

The report of the Hon. Dr. J. M. Atkinson, Principal Civil Medical Officer, on the health and sanitary condition of the Colony of Hongkong for 1903 is published in the Gazette. We make the following extracts:

### POPULATION.

The estimated population of the Colony for 1903 was 325,631. There were 1,034 births and 6,85 deaths, 1,251 of which were from plague. The birth-rate was 3.17 per 1,000, as compared with 3.8 per 1,000 in 1903. The death-rate was 18.9 per 1,000, as compared with 21.7 in 1902. The following figures will show the comparison of the death-rate in the Chinese and Non-Chinese during the past two years:

1902. 1903.  
Non-Chinese... 19.00 per 1,000 16.6 per 1,000  
Chinese... 21.43 " 19.1 "

### PREVALENCE OF SICKNESS.

In the different seasons of the year, and general character as to the mildness or severity of the diseases prevailing.

**Small-pox.**—Sixty cases were notified, as compared with 57 in 1902. The greater majority of those, namely 53, occurred in the first five months of the year.

**Cholera.**—There was a remarkable immunity from cholera as compared with previous years, only 10 cases being notified, against 460 in 1902.

**Plague.**—This disease again occurred in an epidemic form, 1,415 cases being notified, as compared with 572 in 1902. As will be seen from the following table, the outbreak commenced early in the year; it attained its height in the month of May, and, as is usually the case, a marked decline occurred as soon as the mean temperature reached 82 deg. F.

The following table gives the number of cases reported in each month of the last two years:

	1902.	1903.
January	1	4
February	1	29
March	2	115
April	27	272
May	157	515
June	194	343
July	131	35
August	60	32
September	2	9
October	2	5
November	1	4
December	4	2

The especial points of interest in connection with the 1904 outbreak have been:

(1) The earlier diagnosis of cases, which has been effected by a modification of Ross's method of examining microscopically blood-films adopted by Dr. Bell of the Government Civil Hospital. As a direct result of this there has been a higher percentage of recoveries, the cases having come under treatment earlier.

(2) The discovery in May of plague-infected fowls, quail, duck, &c., in the markets of the Colony. Knowing as we do that the Chinese eat their poultry very slightly cooked, this may explain the way in which many of the peptic cases become infected, viz., through the gastrointestinal tract.

(3) The fact that bugs, fleas, &c., including cock roaches, from infected houses have been found by the Government Bacteriologist to be plague-infected; thus body-vermin is evidently another means by which the disease is spread.

(4) The success which has been attained by the internal administration of carbolic acid in large doses—12 grains every 2 hours—in the treatment of this disease.

It is to this and to the fact that cases have come for treatment earlier than the year's death-rate at Kennedy Town Hospital has been the best record since 1894, viz., 60.6 per cent.

Last summer His Excellency Sir Henry Blake took over a block in the worst district of the city and endeavoured to stamp out plague by securing the cleanliness of the people and of the houses. A report has already been published on this experiment by the Colonial Office. One practical outcome has been that during the past winter we have secured the hearty co-operation of the people in the general cleansing of the Chinese houses, which is now a annual winter measure. This was done much more thoroughly and expeditiously than before and with a minimum of expense to the Government, the Chinese evidently realising that it was to their interest that this measure should be well done.

**Rats.**—The number of rats caught during the past three years is as follows:—1901, 77,763; 1902, 117,839; 1903, 101,056. Those caught in 1903 have all been bacteriologically examined at the Public Mortuary, and 3,745 were found to be plague-infected. By far the greater number of these rats were collected in the first half of the year. Towards the end of June, from information received it became evident that a large number of rats were being imported into the Colony for the bonus. A fresh system was adopted, and although much

fewer rats are now caught the greater number of these are caught in houses.

**Haffkine's Prophylactic.**—352 of the Plague Staff were inoculated, five afterwards developed plague, and two of these died. The inoculations were discontinued in June, as the Government Bacteriologist found the serum to be contaminated. Dr. Hunter intends making the serum locally next year.

**Enteric Fever.**—At no time was this disease epidemic. Only 44 cases occurred, as compared with 55 in 1902. Half of these occurred during the first four months of the year, when the water supply was intermittent. Fifteen of these cases were imported.

**Malaria Fever.**—The return of deaths from this class of diseases continues to show a decline, the number returned as having occurred amongst the Chinese being 283 in 1903, as against 393 in 1902, and 511 in 1901: a sure sign of the efficacy of the active anti-malarial measures which have been carried on.

**Born-beri.**—There were fewer deaths from born-beri last year, the number for the past three years, being:—1901, 377; 1902, 452; 1903, 397.

**Dysentery.**—This disease was not so prevalent as in 1902, only 123 cases being admitted to hospital, as against 423 in the previous year. The epidemic commenced much later in the year, viz., in August, and was over in October.

The number of cases of infectious diseases, notified during the year 1903, was 1,553. There was a decided diminution in the number of cases of diphtheria, only 8 being notified in the year, as compared with 20 in 1902. All the cases of scarlet fever occurred in the military among those who had recently arrived from England.

### GENERAL SANITARY CONDITION.

The diminution in the death-rate both amongst the non-Chinese and the Chinese tends to show that the sanitary condition of the Colony is improving. This is more marked as plague was much more prevalent in 1903 than in 1902. The total number of deaths was 988 in 1903 than in 1902, notwithstanding that there were 669 more deaths from plague in 1903 than in the previous year. The Public Health and Buildings Bill came into force on the 21st February and will do much to further the better sanitary condition of the Colony. This Ordinance will not, however, produce an immediate effect, as many of its sections apply to houses hereafter erected, and others, such as the cubicle sections, are so far-reaching in their application that they must of necessity be enforced gradually.

More immediate improvement will be effected by the resumption of the worst insanitary areas, which it is proposed to do by means of a Trust. It was found necessary to amend the Public Health and Buildings Ordinance, so an amending Ordinance was passed by the legislature on the 14th December. It affects alterations in some of the definitions and in the cubicle and overcrowding sections so as to render the carrying them into effect more practicable. In this Ordinance also the Principal Civil Medical Officer was appointed President of the Sanitary Board and administrative head of the Sanitary Department.

### VACCINATIONS.

5,348 vaccinations were performed during the year.

## HONGKONG GYMKHANA CLUB.

### PROGRAMME

THE FIRST MEETING  
TO BE HELD AT THE HAPPY VALLEY,  
ON  
SATURDAY, 23RD APRIL, 1904.

4 p.m. 1. THE GRANTHAM CUP.—Presented by Hart Buck, Esq. For all subscription griffins of any season that have never won an official race. Weight for inches 14 lbs per scale. Un-placed runners allowed 5 lbs extra. Jockeys that have won an official race in Hongkong or China 2 lbs. extra; non-winning Jockeys allowed 5 lbs. Entrance 5s. 5 Furlooms.

4.20 p.m. 2. THE EAST POINT CUP.—Presented by the Hon. C. W. Dickson. For all China Ponies weight for inches as per scale. Winners of an open race or open griffin race 5 lbs extra; non-winning subscription griffins allowed 5 lbs. Jockeys' penalties and allowances as per Race No. 1. Entrance 5s. From the two mile post once round and in.

4.40 p.m. 3. THE "ICHIBAN" CUP.—Presented by G. C. C. Master, Esq. Hurdle race for all China Ponies. Weight 11 stone. Jockeys that have won an official race in Hongkong or China 2 lbs. extra; non-winning Jockeys allowed 5 lbs. Entrance 5s. Furlooms.

5 p.m. 4. POLO PONY SCURRY.—For a Cup presented by the Club—Open to all bona fide polo ponies passed as such by the Committee of the Club. Catch weights not less than 11 stone. Best of three heats, to run without dismounting, each from the distance post in. Entrance 5s.

5.25 p.m. 5. THE GYMKHANA CLUB CHALLENGE CUP.—Value 8s., (not less than \$200). For all China Ponies. Weight for inches as per scale. Penalties and allowances as per Race No. 2. Jockeys' penalties and allowances as per Race No. 1. To be won by the pony scoring most marks in the races for the Cup for a first, 2 for a second and 1 for a third. The benefit of marks already scored to pass with the pony on a scale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Cup; penalties accumulate up to 15 lbs. Five to start or no race. Entrance 5s to go in the purchase of a memento to the winner of each race. One mile.

5.45 p.m. 6. THE "PEIRMOSE" CUP.—Presented by J. H. Lewis, Esq.—For all China Ponies that have won no flat race of any description since the 1st January 1904. Weight for inches as per scale. To be ridden by Jockeys that have not won an official race in Hongkong or China. Entrance 5s. Half mile.

Entries (which must state the name, owner, colour, height and colour of ponies entered, and be accompanied by the necessary fees) close to the Honorary Secretary at the Hongkong Club on Wednesday the 13th April, 1904.

The Committee reserves the right to declare off any race for which there are not at least five entries and three starters.

Attention is drawn to the rules of the Club providing that (a) No person shall be a member of the Club unless he is a member of the Hongkong Jockey Club; (b) All members of the Hongkong Jockey Club shall be eligible for election without ballot; and (c) No person unless he is a member of that Club shall be eligible to ride or run any pony at any Gymkhana meeting. Notice of intended membership should be sent to the undersigned.

F. B. DEACON.

Honorary Secretary and Treasurer.

General Illustrated Catalogue (two pages), or any Departmental List sent free to bona fide applicants.

Hongkong, 4th April 1904.

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Hongkong, 4th April 1904.

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G. A. WOODCOCK,  
Secretary.

Sanitary Board Office.

Hongkong, 28th March, 1904.

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Hongkong, 15th April, 1904.

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## SHIPPING.

## ARRIVALS.

April 15, MATHILDE, German str., 678, Schlesier, Hollow and Tournant, 14th April, General and Coal.—JENSEN & Co.
April 15, MERIDIAN, British str., 2,460, Wm. Timmorth, Penarth, England, 26th Feb. Coal.—ORDIF.
April 16, CHEANG CHEW, British str., 1,213, Farnham, Singapore 9th April, General—CHINESE.
April 16, CLAYFORD, British str., 2,154, David Barton, San Francisco 29th February, General—CHINESE.
April 16, FAUSANG, British str., 1,410, T. A. Mitchell, Saigon 12th April, Rice—JAN DINH, MATTHESON & CO.
April 16, GERMANIA, German str., 1,714, J. Bruhn, Moji 11th April, Coals.—M. B. KAISHA.
April 16, KAIKONG, British str., 1,028, Pomeather, Manila 13th April, General—BUTTERFIELD & SWINE.
April 16, KWANGLOU, Chinese steamer, from Canton.
April 16, KWANGSE, British str., 1,228, Harris Newchung 7th April, Beans—BUTTERFIELD & SWINE.
April 16, KWANGSE, British str., 1,228, Harris Newchung 7th April, Beans—BUTTERFIELD & SWINE.
April 16, ONSANG, British str., 1,787, J. T. Davies, Seawards 7th April, Sugar—JARDINE, MATTHESON & CO.
April 16, ST. JOHN NORDISK, Danish str., 596, E. S. Stow, Shanghai 29th March, Cable—G. N. TELEGRAPH CO.
April 16, WEDDING, British str., Milne, Moji 10th April, Ballast—GIBB, LIVINGSTON & CO.
April 16, YTE, Norwegian str., 1,718, D. L. Danielsen, Moji 14th April, Coal—SANDER, WIELER & CO.
April 17, ALMERA, German str., 3,469, Forst, Hamburg and Manila 14th April, General—HAMBURG-AMERIKA LINIE.
April 17, BOUJON, French str., 997, Antoni, Saigon 14th April, Rice—CHINESE.
April 17, HALOONG, British str., 783, Gibson, Stow 16th April, General—DOUGLAS LAPEAK & CO.
April 17, HANOI, French str., 739, P. Merleau, Haiphong and Hoitow 16th April, General—A. R. MARTY.
April 17, KEOGAWI, German str., 1,115, W. Molermann, Bangkok 16th April, Rice and Teakwood—NORTH GERMAN LLOYD.
April 17, KWONGSANG, British steamer, from Canton.
April 17, LAISANG, British str., 2,224, E. J. Tadd, Calcutta 1st April, Peasang 7th April, Singapore 11th, General—JARDINE, MAC THESON & CO.
April 17, MANILA, British str., 2,711, H. G. H. Lovellin, Antwerp 27th March, General—P. & O. S. N. CO.
April 17, NOHMAN ISLES, British str., 2,180, H. S. Hagen, Moji 11th April, Coal—ORDER.
CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
16th April.
Tamaike, Fusho str., for Haiphong.
DEPARTURES.
16th April.
CHAGOSWALD, German str., for Bangkok.
DORIO, British str., for Pukhol.
HIOHAI, French str., for Pukhol.
HONGHE, British str., for Amoy.
MERIDIAN, British str., for Kobe.
RUBI, British str., for Manila.
TBY, Norwegian str., for Canton.
WORANG, British str., for Shanghai.
EVANDALE, British str., for Kobe.
HAICHENG, British str., for Coast Ports.
M. STRUVE, German str., for Tamsui.
OCEAN, British battleship, for Miss Bay.
VESSELS IN DOCK.
16th April.
ABEEDEN DOCKS—Tainan.
KOWLOON DOCKS—H. I. G. M. S. Mooree, Lin Tan, Shihmen, Adamaotao, Taksong, Tsinan, San Francisco.
COSMOPOLITAN DOCK—Nanhsien, Tweeddale.
VESSELS ON THE BERTH
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship
"POLYNESIEN," Captain Le Coispeller, will be despatched for the above ports on or about MONDAY, the 18th instant.
For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.
Hongkong, 12th April, 1904.
DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"HAILOONG."
Captain Gibson, will be despatched for the above ports TO-MORROW, the 19th inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.
Hongkong, 16th April, 1904.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"GREGORY APCAR," Captain Noel, will be despatched for the above ports TO-MORROW, the 19th inst., at 3 P.M. For Freight or Passage, apply to DAVID SASSOON & CO., LTD., Agents.
Hongkong, 14th April, 1904.
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EMPIRE," Captain Holmes, will be despatched for the above ports on WEDNESDAY, the 11th May, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 16th April, 1904.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	G. Philippe	P. & O. S. N. CO.	23rd inst. at Noon.
LONDON & ANTWERP	TELEMACHUS	Brit. str.	J. D. Andrews	P. & O. S. N. CO.	23rd inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	PALAWAN	Brit. str.	McIntosh	GIBB, LIVINGSTON & CO.	About 27th inst.
LONDON & ANTWERP (VIA SUZ CANAL)	BENAELDER	Brit. str.	ANTENOR	BUTTERFIELD & SWINE	About 7th May.
MARSEILLES, &c., VIA PORTS OF CALL	SALAZIE	Fren. str.	Negre	MESSAGERIES MARITIMES	To-morrow, 1 P.M.
BREMEN, VIA PORTS OF CALL	P. HEINRICH	Ger. str.	R. Heintz	MELCHERS & CO.	27th inst. at Noon.
HAVRE & HAMBURG	SUEVIA	Ger. str.	Dohran	HAMBURG-AMERIKA LINIE	25th inst.
HAVRE & HAMBURG	ARTEMISIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	8th May.
HAVRE & HAMBURG	MARBURG	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	31st May.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	14th June.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Fork	SANDES, WIELER & CO.	20th inst. P.M.
TRISTE, &c., VIA SINGAPORE, &c.	TELESTE	Brit. str.	Meeozzi	HUTTERFIELD & SWINE	20th May.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Brit. str.	DODWELL & CO. LTD.	DODWELL & CO. LTD.	About early May.
NEW YORK, VIA PORTS & SUZ CANAL	SHIMOSA	Brit. str.	CANADIAN PACIFIC R. CO.	CANADIAN PACIFIC R. CO.	27th inst.
VANCOUVER, VIA SHANGHAI, &c.	E. OF INDIA	Brit. str.	CANADIAN PACIFIC R. CO.	CANADIAN PACIFIC R. CO.	27th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	ATHENIAN	Brit. str.	G. V. Williams	G. V. WILLIAMS	4th May.
LYRA	LYON	Brit. str.	Helm	H. G. H. Lewellin	11th May.
TIAYUAN	EMPEROR	Brit. str.	Barton	Barton	12th May.
MANILA	MANILA	Brit. str.	China Com. S.S. CO.	China Com. S.S. CO.	13th May.
AUSTRALIAN PORTS	CLAVELING	Brit. str.	Butterfield & Swine	Butterfield & Swine	14th May.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	MOJI	Brit. str.	GIBB, LIVINGSTON & CO.	GIBB, LIVINGSTON & CO.	15th May.
KOBE	TSINAN	Brit. str.	P. & O. S. N. CO.	P. & O. S. N. CO.	16th May.
HANGCHOW	HANGCHOW	Brit. str.	Le Coispeller	Le Coispeller	17th May.
POLYNESIEN	CLAVELEY	Fren. str.	W. F. Patt	SHEWAN, TOME & CO.	18th May.
M. BAQUEHEM	ROBIN	Aus. str.	Rassevich	SANDEL, WIELER & CO.	19th May.
CHUSAN	ZAFIRO	Brit. str.	R. Rodger	P. & O. S. N. CO.	20th May.
YUNNAK	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOME & CO.	21st May.
TRIUMPH	SWAMUT	Brit. str.	W. M. Smith	DOWELL & CO. LTD.	22nd May.
TRITON	TIJIPANAS	Dut. str.	J. G. Olifent	DAVID SASSOON & CO. LTD.	23rd May.
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## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SUEVIA	Capt. von Döhren	HAVRE and HAMBURG	On 25th April. Freight.
ARTEMISIA	Capt. Gronmeyer	HAVRE and HAMBURG	On 8th May. Freight.
MARBURG	Capt. Stern	HAVRE and HAMBURG	On 17th May. Freight.
STRASSBURG	Capt. Madsen	HAVRE and HAMBURG	On 31st May. Freight & Passengers.
SEGOVIA	Capt. Fork	HAVRE and HAMBURG	On 14th June. Freight.

For Further Particulars, apply to

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## SAVANNAH-JAPAN LINE.

HEAD AGENT—R. BISSCHOP, 3, DUDDELL ST., HONGKONG,  
REGULAR FOUR-WEEKLY SERVICE BETWEEN  
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TEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	First half of May	SINGAPORE & JAVA PORTS	First half of May
TJILATJAP	JAVA VIA MACASSAR	Second half April	JAPAN	Second half of April
TJIMAH	JAVA VIA MACASSAR	Second half May	JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a mixed number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,  
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Hongkong, 11th April, 1904.

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## IMPERIAL GERMAN MAIL LINE.

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STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ HEINRICH	WEDNESDAY 27th April 25th May
BAYERN	WEDNESDAY 8th June
OLDENBURG	WEDNESDAY 22nd June
SACHSEN	WEDNESDAY 8th July
ZIETEN	WEDNESDAY 29th July
SEYDLITZ	WEDNESDAY 3rd August
ROON	WEDNESDAY 17th August
PREPUSSEN	WEDNESDAY 31st August
PRINZ REGENT LUITPOLD	WEDNESDAY 14th September
PRINZ HEINRICH	WEDNESDAY 28th September
GNEISENAU	WEDNESDAY 12th October
BAYERN	WEDNESDAY 26th October
SACHSEN	WEDNESDAY

OCEAN STEAM SHIP CO., LTD.  
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CHINA MUTUAL STEAM  
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JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
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TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"HYSON"	On 18th April.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 24th April.
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 13th May.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"TELEMACHUS"	On 26th April.
LONDON and ANTWERP	"ANTENOR"	On 10th May.
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 20th May.

\* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

STEAMERS	TO SAIL
"HYSON"	On 19th April.

The s.s. "ANHUI" left Port Darwin on the 30th March, for Manila and Hongkong.  
For Freight, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 5th April, 1904.

CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	"TSINAN"	On 19th April, 4 P.M.
SWATOW, TSINGTAO and TIENSIN	"KANSU"	On 19th April.
MANILA	"KAIFONG"	On 20th April.
SHANGHAI	"HANGCHOW"	On 20th April.
AMOY and SHANGHAI	"YUNNAN"	On 22nd April.
PORT DARWIN, THURSDAY ISLAND COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 23rd April.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports.  
+ Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).  
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BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 18th April, 1904.

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OSAKA SHOSEN KAISHA  
REGULAR STEAM-SHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

STEAMERS LEAVING

"TRITOS" WEDNESDAY, 20th  
H. KAEPF. April, at 10 A.M.

"FRITHJOF" SUNDAY, 24th  
H. A. HAADESEN April, at 10 A.M.

"TRIUMPH" WEDNESDAY, 27th  
A. HANSEN April, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.

Hongkong, 16th April, 1904.

T. ARIMA, Manager [15]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TEALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON,  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BENGAL,"

Captain G. Phillips, carrying His  
Majesty's Mail, will be despatched from this  
place on WEDNESDAY, the 20th inst., P.M.  
This Steamer has capital accommodation for  
Passengers, Electric Light and carries a Doctor.

For Freight or Passage, apply to—

SANDER, WIELER & CO.,  
Agents.

Princes Buildings.

Hongkong, 14th April, 1904.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING,"

Capt. Wm. Robinson, of 1088 tons, Registered, is  
the newest, fastest and most luxuriously furnished  
steamer on the line and lighted throughout  
with electricity; hot and cold water service.  
The cuisine is unexcelled.

Leaving Hongkong every MONDAY,  
WEDNESDAY and FRIDAY EVENING,  
at 9 P.M. and returning from Canton every  
following evening at 5 P.M.

1st Class ... \$3.00 for Single Journey.

2nd Class ... 1.50

Meals ... 1.00 each.

The steamer's wharf is at the Western end  
of Wing Lok Street.

YUK ON S.S. CO., LTD.

No. 216, Wing Lok Street.

Hongkong, 27th February, 1904. [577]

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS, nor  
the OWNERS will be RESPONSIBLE  
for any DEBT contracted by the Officers or  
the Crew of the following Vessels during the  
stay in Hongkong Harbour.

ARROW, British 4-m. barque, McDonald—  
Standard Oil Co.

LEADHURST, British 4-m. barque, Parcell—  
Standard Oil Co.

"BEN" LINE OF STEAMERS  
FOR LONDON AND ANTWERP  
(VIA SUEZ CANAL).

THE Steamer

"BENALDER,"

Captain Matsushita, will be despatched as above  
on or about the 7th May.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 15th April, 1904. [102]

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK.

VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT PHILIPPINE  
PORTS).

PROPOSED SAILINGS FROM HONGKONG  
1904. About

"SHIMOSA," early May.

For Freight and further information, apply to

DODWELL & CO. LTD.,  
Agents.

Hongkong, 5th April, 1904. [187]

NATAI, LINE OF STEAMERS.

THE Undesignated GENERAL AGENTS  
in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS OF  
LADING for all the principal ports in

SOUTH AFRICA, in connection with INDIA.

CHINA SHAM NAVIGATION CO.'s fortnightly  
service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,  
apply to

DODWELL & CO., LIMITED,  
General Agents for China and Japan.

Hongkong, 4th August, 1897. [8]

FOR EUROPE AND AMERICA,  
INDIA, AUSTRALIA, &c.,  
and for

PRIVATE RESIDENTS AT THE OUTPORTS,  
A COMPREHENSIVE AND COMPLETE RECORD

OF THE  
NEWS OF THE FAR EAST

is given in the  
HONGKONG WEEKLY PRESS,  
with which is incorporated

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Subscription, if paid in advance, \$12 per annum  
Postage to any part of the World \$2.

GRACA & CO.,  
FOREIGN AND COLONIAL STAMP  
DEALERS.

No. 58, PEEL STREET, HONGKONG,

Will be glad to send STAMPS on approval to  
any address on receipt of satisfactory references.

Are also prepared to purchase used POSTAGE  
STAMPS in Large or Small Quantities for Cash

AGENTS WANTED.  
15 to 25 per cent. Discount Allowed. [334]

NOV READY.

THE  
DIRECTORY AND CHRONICLE  
FOR CHINA, JAPAN, COREA, INDO-CHINA,  
SIAM, STRAITS SETTLEMENTS,  
MALAY STATES, NETHER-  
LANDS INDIA, PHILIP-  
PINAS, BORNEO, &c.,  
WITH WHICH ARE INCORPORATED  
THE CHINA DIRECTORY

AND THE HONGKONG DIRECTORY  
FOR 1904.

THE FORTY-SECOND ANNUAL ISSUE.

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ports and cities of the Far East, from Nether-  
lands Indi to Siberia, in which Europeans reside.

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MELBOURNE ..... Messrs. Gordon & Gotch

## POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Daly and the Trans-Siberian Railway is discontinued.  
The *Polytechnic*, with the French mail of 18th ult., left Saigon on Friday, the 16th inst., at 1 p.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on 13th February.

The *Siberia*, with the American mail, left Yokohama on Monday, the 11th inst., and may be expected here on or about Tuesday, the 12th inst.

## MAILS WILL CLOSE

FOR PER DATE.

Canton	Hankow	Monday, 18th, 7.30 A.M.
Macao	Keungshien	Monday, 18th, 12.15 P.M.
Shanghai	Kiungkuang	Monday, 18th, 3.00 P.M.
Nagasaki, Kobe, and Yokohama	Kelvin	Monday, 18th, 3.00 P.M.
Shanghaia	Hangchow	Monday, 18th, 3.00 P.M.
Amoy	Chengchew	Monday, 18th, 3.00 P.M.
Manila	Loongsang	Monday, 18th, 3.00 P.M.
Namtao	Tai Chin	Monday, 18th, 5.00 P.M.
Sasiboo	Hoi Fu	Monday, 18th, 5.00 P.M.
Macau	Wingchau	Monday, 18th, 5.00 P.M.
Hollow and Haiphong	Carl Diederichsen	Monday, 18th, 5.00 P.M.
Canton	Pouwa	Monday, 18th, 5.00 P.M.
Haiphong	Honam	Monday, 18th, 7.30 A.M.
Swatow, Amoy and Tamshui	Hanoi	Tuesday, 19th, 9.00 A.M.
EUROPE, &c. India via Tuticorin	Hakkoong	Tuesday, 19th, 9.00 A.M.
(Lata Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		Tuesday, 19th, 10.00 A.M.
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail)		

Singapore, Penang and Calcutta  
Singapore and Bangkok  
Shanghai, Kobe and Yokohama  
Swatow, Tsinan and Tientsin  
Kobe  
Canton  
Nioi  
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SINGHAI, NAGASAKI, KOBE, YOKOHAMA,  
KOREA and VANCOUVER (B.C.)  
Elementary mail on board up to the  
time fixed for departure of the mail  
(Extra Postage 10 cents.)

CANTON, Hainan and Kobo  
and Shanghai

CANTO, MANILA  
(Extra Letters via Tuticorin  
Postage 10 cents to 11.30 A.M. Extra  
(Supplementary mail  
time fixed for departure up to the  
Extra Postage 10 cents.) of the mail  
(Letters posted in the Peak Pillar Boxes  
in time for the first clearance will be  
included in this contract mail)

CANTON, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)

## COMMERCIAL.

## CLOSING QUOTATIONS.

16th April.

ON LONDON.—	Telegraphic Transfer	1.81
	Bank Bills, on demand	1.81
	Bank Bills, at 30 days' sight	1.81
	Bank Bills, at 4 months' sight	1.91
	Credits, at 4 months' sight	1.91
ON PARIS.—	Bank Bills, on demand	2.18
	Credits, at 4 months' sight	2.22
ON GENEVA.—	On demand	1.78
ON NEW YORK.—	Bank Bills, on demand	4.24
	Credits, 60 days' sight	4.33
ON BOMBAY.—	Telegraphic Transfer	1.29
	Bank, on demand	1.29
ON CALCUTTA.—	Telegraphic Transfer	1.29
	Bank, on demand	1.29
ON SHANGHAI.—	Bank, at sight	7.21
	Private, 30 days' sight	7.32
ON YOKOHAMA.—	On demand	8.51
ON MANILA.—	On demand	Nominal
ON SINGAPORE.—	On demand	Nominal
ON BATAVIA.—	On demand	10.12
ON HAIPHONG.—	On demand	14 p.m.
ON SAIGON.—	On demand	11 p.m.
ON BANGKOK.—	On demand	63
SOVEREIGN BANK'S BUYING RATE		\$1.49
GOLD LEAF, 100 fine, per tael		25.70
BAR SILVER, per oz.		24.14

## OPIUM.

15th April.

Quotations are—	All over net to 1 cent.
Malwa New	\$1000 to \$1040 per picul
Malwa Old	\$1060 to \$1100
Malwa Older	\$1020 to \$1060
Malwa V. Old	\$1180 to \$1220
Persian fine quality	\$990 to —
Persian extra fine	\$900 to —
Patna New	\$1245 to — per chawat
Patna Old	— to —
Bonars New	\$1335 to —
Bonars Old	— to —

## VESSELS EXPECTED.

## THIS FRENCH MAIL.

The M.M. steamer *Polytechnic* left Saigon on the 15th inst., at 1 p.m., for this port.

## THE AMERICAN MAIL.

The P.M. steamer *Sierra*, from San Francisco to the 23rd ult., via Honolulu, left Yokohama for this port via Inland Sea, &c., on the 11th inst., due here about the 19th inst.

## THE CANADIAN MAIL.

The C.P.R. steamer *Empress of Japan* left Vancouver on the 15th inst., p.m., for Hongkong via the usual ports of call.

## MERCHANT STEAMERS.

The C. & M. steamer *Zafiro* left Manila on Saturday, the 16th inst., at 10 a.m., and is due here on Monday, at 2 p.m.

THE A.L. steamer *Marquis Bacqueville* left Singapore for this port on the 12th inst.

The A.L. steamer *Trieste* left Shanghai for this port on the 15th inst.

The O.S.S. & C.M. steamer *Hyson* left Singapore for this port, and is due here on the 18th inst.

The F. & M. steamer *Empire*, from Sydney, &c., left Port Darwin on the 12th inst. for the ports via Timor and Manila.

The O.S.S. & C.M. steamer *Fingal* left Victoria (B.C.) for Japan and Hongkong.

The C.P.R. steamer *Tartar* left Vancouver for Hongkong via the usual ports of call on the 31st ult.

The Boston Steamship Co.'s steamer *Shademut* left Victoria for Yokohama and the usual ports on the 1st inst.

The O.S.S. & C.M. steamer *Agamemnon* should leave Victoria (B.C.) for Japan and Hongkong on the 21st inst.

The P. & A. steamer *Indrapura* left Portland for Hongkong via Japan port on the 8th inst., and is expected here on the 11th prox.

## Ideal Milk

Enriched 20 per cent.  
with Cream.



Sterilized—Not Sweetened.  
A Perfect Substitute for Fresh Milk.

## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,833 tons, Captain R. D. Thomas.

S.S. "POWAN," 2,838 tons, Captain G. F. Morrison, R.N.R.

S.S. "PATSHAN," 2,920 tons, Captain W. A. Valentine.

S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.

S.S. "KINSHAN," 2,860 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 5.30 p.m. and 9 p.m.

Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 p.m. During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see specia

time table. Departures on Sundays at 12.30 p.m.

Departures from Macao to Hongkong daily at 7.30 a.m.

## CANTON-MACAO LINE.

S.S. "LUNGSHEAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain B. Branch.

S.S. "NANNING," 569 tons, Captain C. Batchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

26

## PEERLESS SCOTS WHISKIES

HAIG & HAIG, LTD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at

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Stop drinking rank, smoky Stuff, because "it comes through the Soda."

Try HAIG & HAIG's WHISKIES; pure, mellow matured, non-smoky, delicate flavor

Once tried, preferred to all others. Sole Agents for Hongkong:

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HOTELS

THOMAS' HOTEL.

A FIRST-CLASS HOTEL, most centrally situated. Well Furnished and airy Bedrooms.

Monthly Boarders accommodated on very moderate terms.

For Particulars, apply to

THE MANAGER.

Hongkong, 4th January, 1904.

[112]

KOWLOON HOTEL.

THIS Hotel's situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful garden, it is an ideal place of residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon wharves, where the principal mail steamers discharge passengers, and from which the regular ferry service to Hongkong.

Billing Alleys and Billiards.

The Cuisine is excellent.

JAS. W. OSBORNE,